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JAN 22 1951

MEMORANDUM FOR: Director of Central Intelligence

SUBJECT: Possible Site for Permanent Dispersal --
Porter Ward Tract

1. There is attached a plat indicating the boundaries and identification features of the so-called Porter Ward tract which it is recommended be considered as a possible site to effect the dispersion of the Agency.

2. The Porter Ward tract consists of approximately 400 acres of cleared, gently rolling farm land three miles northwest of Rockville, Maryland, on Maryland State Highway 28. It is 18 road miles from the present CIA Administration Building and 16 air miles from the center of Washington.

3. The site has numerous advantages not generally present in fringe areas of Washington. Among these are:

a. Road System - Good. It is bordered on one side by a primary hard surfaced State Highway and on two sides by hard surfaced blacktop secondary roads.

b. Topography - Excellent. It is 450 feet above sea level, is gently rolling and approximately 95 per cent cleared.

c. Utilities - Comparatively Good

1) Electricity -- available at site.

2) Water -- two miles to Rockville Municipal Water District. Small running stream cuts through property.

3) Gas -- approximately one and one-half miles to the "Big Inch" pipe line.

4) Sewerage -- none available within three miles.

d. Railroad Facilities - Excellent. The main Baltimore and Ohio line from Washington to Chicago passes through both Rockville and Gaithersburg, the two bordering towns. The Rockville railroad station which offers both passenger and freight facilities is only three miles from the site.

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- 1) Train - The Baltimore and Ohio Railroad offers limited commuting service from Rockville to Washington. A 30-day pass now costs \$13.90. A weekly 12-ride ticket is \$3.85. The running time is approximately 30 minutes.
- 2) Bus - There are three bus lines operating in this area: the Capital Transit, the Washington Suburban Lines, and a small local transportation company.
- 3) Highway - U. S. 240 offers a direct route from the center of Washington to Rockville, Maryland - then Maryland 28 to the site. All sources of transportation should be greatly expanded to transport a large scale daily personnel movement.

f. Communications - Comparatively Good. Thirty miles to Frederick, Maryland; approximately 35 road miles to Leesburg, Virginia, by way of the Point of Rocks Bridge across the Potomac River which could be used to avoid Washington in an emergency situation; only 30 miles to Sugar Loaf Mountain which is 1280 feet above sea level and the highest point within the fringe area of Washington.

g. Shopping Facilities - Fair. The nearby town of Rockville, Maryland offers limited shopping facilities for personnel. There are one or two small department stores, a five and ten, post office, several banks and restaurants.

h. Area of Tract - Excellent. Preliminary estimates indicate that an area of approximately 400 acres would meet the needs for the building, parking, air-strip, and road facilities that should be established. This will eliminate the necessity of negotiating with the owners of several different pieces of property.

4. Some of the readily apparent disadvantages are:

a. Traffic - Congested. The bottleneck which is presented by Bethesda, Maryland. Traffic is generally tied up very badly at this point. A new highway is being planned from Frederick, Maryland into Washington, D. C. under the jurisdiction of the Public Roads Administration. Work has already begun on that part of the road in Frederick County, and Montgomery County

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has surveyed approximately 10 miles. However no firm decision has been made as to its course and point of entry into the District of Columbia. The purpose of the new highway is to by-pass the Bethesda area.

b. Housing - Poor. There is no large scale housing available nearby. This is a problem that will occur in any dispersal point within the fringe area of Washington.

c. Schools - Inadequate. At the present time there are not sufficient school facilities to handle a large influx of children.

5. Asking Price. The present owners are asking \$500 an acre, or approximately \$200,000. This would appear to be a fair price. However we have not had appraisals made nor have we begun any negotiations with the owners whatsoever.

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6. The Porter Ward tract appears to be the most desirable of several possible sites that we have checked during the initial phase of our survey covering the general area between Washington and Frederick, Maryland. Inaccessibility, poor topography, insufficient size, and complete unavailability of utilities were some of the reasons for the elimination of those sites.

7. The selection of a site for the permanent dispersal of the Agency is being conducted with the knowledge of the Bureau of the Budget and at the suggestion of the Bureau we are co-ordinating our efforts with the General Services Administration which is responsible generally for the planning and overall execution of the Government dispersal program.

MURRAY McCONNEL
Deputy Director
(Administration)

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TO FREDERICK MD. 30 MI.

COUNTRY STORE
NOT INCL. IN TRACT

MD. ROUTE 28

HARD SUR. BL. TOP

3794.74'

WHITE FR. RES.
NOT INCL. IN TRACT

SHADY GROVE ROAD

TRAVILAH ROAD HARD SUR. BL. TOP
2324.49'

FARM

Ward Tract
400 Acres

TO
ROCKVILLE 3 M.

SIGN
GLEN HILLS
DEVELOPMENT

RAMBLER

4972.67'
HARD SURFACE

RAMBLERS

KNOLL

DIRT ROAD



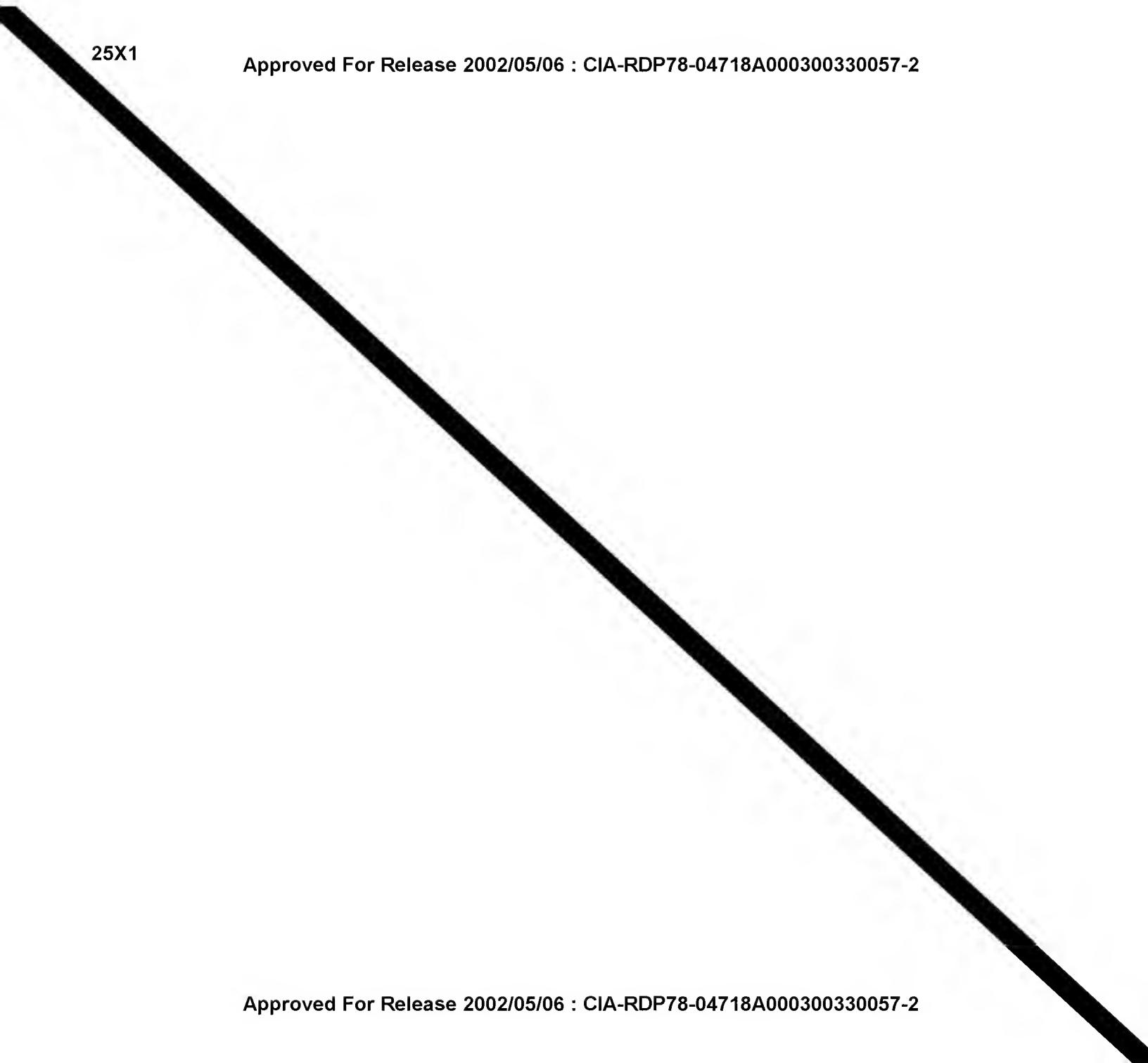
400' STRIP FROM GLEN HILLS
ROAD RESERVED BY OWNER

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